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CLASSIFICATION

COUNTRY East Germany

REPORT NO.

25X1

TOPIC Schoenefeld Airfield

EVALUATION see below

PLACE OBTAINED

25X1

DATE OF CONT

DATE OBTAINED

PREPARED

4 March 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

1. Every day during the period from 22 January to 3 February 1953, 3 to 6 Li-2s took off from Schoenefeld airfield [] and 3 to 5 Li-2s landed there in the afternoon. Four to 7 Li-2s and 3 biplanes were daily observed on the hardstands

[] two Li-2s landed at the field and taxied to the Diepensee area where they were covered with tarpaulins and parked about 100 meters north of building No 23. On 31 January, landings were made by 2 Li-2s [] by 1 Li-2 []

[] by 2 Li-2s [] and by 1 Li-2 [] All the planes taxied to the Diepensee area where they were parked next to the Li-2s which had landed on 26 January. They were arranged in two rows of four planes each. Further landings were made by 9 Li-2s [] which also taxied to Diepensee where they were covered with tarpaulins and parked in one row in the grass north of hardstand 28.

2. Training flights were made by 1 biplane [] The plane practiced taking off and landing. [] there was air activity by two Li-2s in echelon to the left. The planes repeatedly took off and landed in this formation. A biplane was also observed []

3. Between 22 and 25 January, no aircraft were observed in Diepensee. Only after 26 January, the above mentioned planes were seen there. [] not determine whether aircraft were parked in the hangars in Diepensee.

4. On 24 January, three boxcars with EM and equipment were shunted to the ramp next to building No 40 for unloading. The EM were quartered in the buildings 41 and 41a which had been vacated by soldiers wearing black-bordered blue epaulets. The latter personnel had moved to the southern wing of building No 55. A portion of the equipment was stored in the cellar of building No 63. On 24 January, there was a meeting in which a sergeant and 52 EM participated. The EM wore blue epaulets and were quartered in the buildings 41 and 41a. In late January, about 250 officers ranking from lieutenant to colonel arrived at the field. []

[] some of the officers spoke German fluently and that the officers were surprised that Germans were still employed at the field. The officers said that no Germans were employed at their last station. On 29 January, six boxcars were unloaded in Diepensee and new personnel allegedly arrived there. The newly arrived officers were billeted in the western wing of building No 58, a three story structure, which had to be vacated by Soviet dependents.

CLASSIFICATION

SECRET/

25X1

SECRET

25X1
25X1

- 2 -

5. In late January, it was rumored that Schoenefeld airfield was to be used for military purposes only and that the civil aircraft were to be transferred to Strausberg.²

6.

25X1

7. Most of the soldiers who arrived at the field between 24 and 28 January were blue epaulets and were quartered in buildings on the southern edge of the field. [redacted] sheds and cellars were also occupied since the billets were not large enough.¹ It was rumored among the German personnel that the field was to be used as military airfield only.²

25X1

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[redacted] the occupants of the buildings on Waltersdorfer-Gunzel and Gruenberger roads, which extend from Gruenau to Schoenefeld airfield were ordered by VP men to go into their cellars. Shortly afterwards, sounds were heard apparently from heavy motor vehicles which rolled on the road. After about half an hour, the residents were allowed to return to their dwellings. Wide wheel tracks, but not such which would originate from track-laying vehicles, extended along the middle of the road.

1. [redacted] Comment. The information on the 17 Li-2s which landed between 26 and 31 January and were separately parked at the field and the observation that EM and equipment were unloaded from railroad cars on 24 and 29 January are probably connected with Comment (4) of [redacted] and the [redacted] it appears possible that the transfer of the air transport regiment from Brandis to Schoenefeld airfield was started.

25X1
25X1

2. [redacted] Comment. If the air transport regiment was actually transferred to Schoenefeld it appears probable that civil air traffic was separated from military air activity.

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25X1